any data or information that may be

statement from me. I may have said it investigation should find neglect on the part of any officer no punishment was too severe for him. Ismay was somewhat the men who were rescued. My daughter had no criticised by some for being among the men who were rescued. My daughter had no criticised in the press reports will give full information as to details is not severe for him. The press reports will give full information as to details.

"Our wireless operator was somewhat in more than 130, during fog. mist or snow it would not carry more than ninety to a hundred miles.

"Our wireless operator was somewhat information as to details is not says what with the press reports will give full information as to details."

Cotton said he received no message from the President of the United States. The Chester asked for a list of survivors, but Cotton replied, at the captain's orders, that the first and second class list and the creation of the Chester asked for a list of survivors, but Cotton replied, at the captain's orders, that the first and second class list and the creation of the Chester asked for a list of survivors, but Cotton replied, at the captain's orders, that the first and second class list and the creation of the Chester asked for a list of survivors, but Cotton replied, at the captain's orders, that the first and second class list and the creation of the Chester asked for a list of survivors. The Chester asked for a list of survivors but Cotton replied, at the captain's orders, that the first and second class list and the creation of the Chester asked for a list of survivors, but Cotton replied, at the captain's orders, the chester asked for a list of survivors but Cotton replied, at the captain's orders, the chester asked for a list of survivors but Cotton replied, at the captain's orders, the chester asked for a list of survivors but Cotton replied, at the captain's orders, the chester asked for a list of survivors but Cotton replied, at the captain's orders, the chester asked for a list of survivors but C gave what the Senate committee f the Senate committee. Captain of arpathla before Senate committee testiaid was given them by the captain

### NARRATIVE OF CAPT. ROSTRON.

Capt Rostron gave his residence as Woodville, Victoria road, Crosby, Liverpool He has been following the sea fur twenty-seven years, filling all posts from eadet on the training ship Conway. from cadet on the training ship Conway, in the Mersey, to commander. He has been with the Cunard Line since 1805 and was commander of the Pannonia before he took charge of the Carpathia

and told me. I had just turned in. The message that had come from the Titanic gave her position as latitude 41 degrees 46 minutes north, longitude 50 degrees minutes west. I cannot give at the oment our exact location.
The New York time of the receipt of

the distress signal was exactly 10-15 P. M. Sundry. This accounts for the apparent discrepancy between the times reported by wireless for the sinking of the and that reported by the

"I immediately gave orders to turn the tell what in," resumed Capt. Rostron. "I asked country, ir operator twice if he was absolutely." "At an certain as to the origin of the distress message, and upon receiving assurances picked up a point on our course and set a course to north 52 degrees west, true fit waits the form of the set of the s

afty-eight miles from my position.
Then lisent for the chief engineer and ordered him to call another watch of ordered him to call another watch of stokers and make all speed possible to reach the Titanic. I gave the first officer orders to knock off all routine work and prepare all our infebouts for an emergency. Then I called the chief officer, the purser, the English doctor, the Italian doctor and the Hungarian doctor and the chief steward and issued orders that the English doctor with his assistants should remain in the first calls salon, the the first cabin saloon, the the second cabin and the in the steerage in readiness to ne possible sufferings of those

to be fully supplied with fevery kind. The purser and were deputed to assist with of survivors on board and the survivors were received er and soup ready in the g siloons, and also to have blanket: there and on deck. My cabin and all the officers' cabins were given up, with the duning room and smoking room, to the use of those coming, and all berth space

"We made the fifty-eight miles in three and a hult hours. It was at 2:10 that we made out a flare about half a point on the port bow, which we took to be the Titanic. The light seemed so high I was sure the Titanic must still be It was a little after that that we made out an iceberg on our port how. Between 2:45 and 4 we were passing bergs on either side of us. At 4:10 the first boat from the Titanic was alongside. out just before getting to it I saw an oberg ahead and had to starboard my

### Twenty Bergs Around Titanie Grave.

"The first boat which I picked up was charge of an officer. I saw he was it in control of her. He sang out that had only one seamen, so I had to ancruve a little to get him alongside. and it was making day, and then I we about me the rest of the boats. In a reighborhood also were about twenty theres, ranging from 150 to 200 feet with numerous smaller ones, of the d we call 'growlers,' running up to or tweive feet in height. We had the people from the boats on board \$20. We were then very close to there the Titanic had gone down, where of of wreckage, broken up stuff, but of hing large, was goating about." How many lifeboats were there?"

was asked.

We had fifteen boats alongisde of us
th passengers in them. I saw one lifeat close to the ship which had been
addion. The occupants had been
addion. The occupants had been
sen out by another boat. Two of the
cen boats were of the collapsible
addiow flat rafts with collapsible canyas

The round hold from sixty to Each would hold from sixty to ity-five comfortably. We found one pathle boat capsized among the sage. We took the boats on board. suge. We took the boats on board, they some of them on our davits."

[th. Rostrom said that all the boats anneked "Titanic" and that they offued to the regulations of the sh Board of Trade. He did not know shally, but he had heard that all the is on the Titanic had been supplied life belts. The depth of the water at point, he would say, was over tathoms. The last message he ed from the Titanic was that her

The rows was filling.

The Master Is in Absolute Control.

The committee wanted to establish the committee wanted to establish the is master of a ship at sea. Capt. The other witness of the session was in the Titanic, who told a vivid story, which is printed in another part of THE SUN. and Master Is in Absolute Control.

master of a ship at sea. Capt said that the captain was in control, legally and otherwise sted positively that the Olympic the southern route to avoid ice. nost ex epitonal to have warnings orgain that vicinity and the course

the Carpathia he said, "was when | works better then than in the daytime, Cot attorneys.

the last boat was alongside and the passent same as I could see all the rest of put were third class passengers.

Indeed were third class passengers were getting out.

Capt. Rostron denied knowing anything appraish to the Carpathia's reptain.

In the Marconi system there is proventive to detect a signal if the operator is not in the wireless room.

Cottam, apparently contradicting the testimony of the Carpathia's cuptain.

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Cottam, apparently contradicting the testimony of the Carpathia's cuptain.

In the Marconi system there is proventive the seating to make any thing the Missing to answer the westimony of the Car

water and food.

"As far as I can see," he said, "all the regulations had been complied with. There were bread tanks and water breakers on all the boats I noticed and I saw bread in some of them."

### MARCONI CALLED.

William Marconi was the first witness at the afternoon session. He said that the operators of his company were re-sponsible to the company for commercial nessages, but they received instructions rom the captains of ships, according to the exigencies of the service. The comm January.

We left New York April 11," said Capt. How york and up to Sanday midnight had fine, elect weather. At 12.35 o clock A. M. Monday I was informed by our wireless operator of urgent distress rignals from the Titanic. The operator told the international code and the small ships had from the Titanic. The operator told the first junior officer and he and the operator put their heads in my doorway operator put their heads in my doorway and the larger boats, such as the Titanic, Olympic, Mauretania and Lusitania, two operators.

The company worked under the international code and the small ships little the worse for his exposure he was not in his law office at 11 Wall street yesterday, but in the evening he gave out at his home. 777 Madison avenue, this

Mr. Marconi said that the Carpathia had a short distance wireless equipment, the maximum distance covered being 200 miles and the average about 100. The fitanic had a powerfol equipment, capable of communicating 500 miles in the daytime and 1,000 miles almost every night with accuracy. The pay for English operators was not over £2 a week, with board and lodging, but he was unable to tell what the overstors were naid in this

"At any time on Sunday last were your

Mr. Marconi said that amateurs hampered the wirelesss communication with the Carpathia. He had been told that there had been a great many requests for news from unknown stations. These were not answered and such a state of affairs would be impossible in England.

Mr. Marconi told what had been done by wireless. The longest message ever sent was from the Clifton station, Ireland, to Buenos Ayes, a distance of 6 controls. to Buenos Ayres, a distance of 6,000

"There seems to be a distinction between commercial messages and messages of distress?" Senator Smith said.

"There is," Mr. Marconi answered.
"Commercial messages are paid for and
an account is kept of them. Distress
messages are not paid for. They have precedence over all messages, even over the Government." "Were any orders given by your com-

pany to the Carpathia about receiving

messages?"
"None," said Mr. Marconi.
Mr. Marconi said that there was no attempt by the company to censor messages. He was surprised when he read in sages. sages. He was surprised when he read in the newspapers that the message from President Taft had been ignored by the

Carpathia's operator.

"In the few minutes I talked with the Carpathia's operator," Mr. Marconi said, "he told me that he had not received a message from the President; that he did

## WIRELESS OPERATOR'S STORY.

se in that vicinity and the course is consider safe at this time. He call speed to answer the east full speed to answer the estimated in taking some risks many lives. He had heard of distillering on board of the boats where the ship was sometimes he was the east distant aship nowadays to be practically unsinkable shipposed to be a lifeboat in itself. Government or the Marconi company to be practically unsinkable shipposed to be a lifeboat in itself. Government or the Marconi company to be practically unsinkable shipposed to be a lifeboat in itself. Government or the Marconi company to be practically unsinkable shipposed to be a lifeboat in itself. Government or the Marconi company to be practically unsinkable shipposed to be a lifeboat in itself. The wireless is never open for company two or three.

The witnesses at last night's session of Mosholu Parkway and containing about 700 lots. It is the last property in The Bronx which still remains in the possession of the family that first owned it after the settlement of this country. It was taken owner the Marconi company to be practically unsinkable shipposed to be a lifeboat in itself. Government or the Marconi company the life of Mosholu Parkway and containing about 700 lots.

It is the last property in The Bronx which still remains in the possession of the family that first owned it after the settlement of this country. It was taken owner to the fundations and by the family that first owned it after the settlement of the settlement of the settlement of the family that first owned it after the family that first owned it after the settlement of the settlement of the family that first owned it after the settlement of the settlement of the settlement of the family that first owned it after the settlement of the settlement of the settlement of the family that first owned it after the settlement of the settl

not carry more than ninety to a hundred miles.

The next witness, Crawford, the steward to be on duty at all." he said. "He was taking off his boots preparatory to going to bed. In ten minutes more we should not have heard the Olympic's message."

Capt. Rostron was asked particularly if the Titanic's boats were supplied with water and food.

"As far as I can see," he said, "all the regulations had been complied with. There were bread tanks and water breakers on all the boats I noticed and I saw couldn't reach it."

Fifteen members of the Titanic's crew will said about the structure of the institute, to the catastrophe they had gone through and to the loss of their mates. Tears rolled down the faces of many, and here and thore a man who had lost a brother broke down for an instant.

What the men had greatest need of was clothing. There wasn't one among them who had saved anything but the west clothing in which they were picked up by the Carpathia. All the survivors

## ISMAY HELPED ON BOAT.

Launched the Craft in Which Karl Hehr Had a Place.

Karl H. Behr, the well known tennis The number of passengers and not the tonnage of the ships was considered in the number of operators.

Mr. Marconi said that the Carpathia

"We were a party of four, Mr. and Mrs being R. L. Beckwith, Mrs. Peckwith's daughter,
The Miss Helen W. Newsom, and myself. Mr. Beckwith and I had stayed up in the smoking room. We left just before it closed for the night. I went to my stateroom and only partly undressed when I felt a distinct jar run through the whole vessel, which quivered all over. It was distinct enough for me to be certain that "At any time on Sanday last were your offices in communication with the Titanic?" Senator Smith asked.

'I can't answer that," Mr. Marconi said.
"Were you in communication with the Carpathia?"

"The company sent and received messages, but I received no personal messages, but I received no personal messages."

"I knew exact y where the lifeboats and Mr. and

sages, but I received no personal messages.

From what he knew Mr. Marconi said that the wireless was working in good shape that day.

"Was there any interference on the part of an experimental or rival service to the detriment of the service when this accident happened or after it?"

"I saw the operator of the Carpathia only for a few moments," Mr. Marconi said.
"My impression is that near New York which was hanging over the sides, she there was slight interference. The Carpathia communicated with Long Island and Nova Scotia stations with practically and I heard him reply quietly. Why cer-

## CHECKED BY ASTOR'S DEATH.

Partition Sale Involving Many Old Families May Be Deferred

Because of the death of John Jacob Ast or it is thought that a sale in partition of a large holding in The Bronx of the Van Cortlandt family in which Mr. Astor was interested, which was to have been held this spring, will have to be deferred until his estate is settled. The sale is of especial interest because it involves nearly all of the old families of this city. Augustus Van Cortlandt, Jr., is the plaintiff and among the defendants are the Van Alen family, the Cuttings, Suydams, Orem Wilsons, Robinsons, Colliers, John Jacob Astor, Draytons, Roosevelts, Newbold Morrises, Barrys, Hawkeses, Joneses, Bruens, Stewards, Wagstaffs, Van Cortlandts, Le Boutilliers, Kingslands, William Vincent Astor, Phillips, Myers, Munroes, Pophams, Irvings and Welles.

The property lies along Broadway between 288th and 240th streets, the southerly line of Van Cortlandt Park and the northerly line of the Jerome Park witnesses at last night's session of Mosholu Parkway and containing about

# "EACH FOR YOURSELF, BOYS"---CAPT. SMITH

Rescued Sailor Says That Was the Last Order He Heard From His Commander.

Fifty of the Crew Who Floated

Did Not Cry "Lynch Him."

Inst as the committee adjourned Congressive Hughes announced that he despect to read a telegram which had come in Huntington, W. Va., newspaper may be as undered as declaring that Mr. Ismay should be lynched and wanted him to may have said in only one or one of the following:

Did Not Snub the President.

"From first to last I took charge of every message to be sent. We lost touch with the Olympic some time early Tuesday and that in order to get each message to the Carpathia's captain he had to leave the wireless room and go to had to leave the wireless room and go to have used the United States wished to communicate with the ship.

"Was any attempt made to withhold a reply?"

"Wy Lord!" ejaculated the captain. "I hope not. No one on the ship attempted in any way to impose a censorship but from the President of the United States way to impose a censorship to the boridge. The Carpathia was coming fast, there was no answer. There-sage to the Titanic, that the Carpathia was coming fast, there was no answer. There-sage to the Titanic, that the Carpathia was coming fast, there was no answer. There-sage to the Titanic, that the Carpathia was coming fast, there was no answer. There-sage to the Titanic, that the Carpathia was coming fast, there was no answer. There-sage to the Titanic, that the Carpathia was coming fast, there was no answer. There-sage to the Titanic, that the Carpathia was coming fast, there was no answer. There-sage to the Titanic, that the Carpathia was coming fast, there was no answer. There-sage to the Titanic, that the Carpathia was coming fast, there was no answer. There-sage to the Titanic, that the Carpathia was coming fast, there was no answer. There-sage to the Titanic, that the Carpathia was coming fast, there was no answer. There-sage to the Titanic, that the Carpathia was coming fast, there was no answer. There-sage to the Titanic that the Carpathia was coming fast, there was no answer. There-sage to the Titanic that the Carpathia was coming fast, there was no an comfort they could find. They were slightest admiration. a rugged lot of men with bronzed faces. They all showed great emotion when reference was made by the Rev. McPherson liunter, secretary of the in-

couldn't reach it."

Fifteen members of the Titanic's crew will sail aboard the Lapland to-day for and four officers will be on hand to testify their homes in Southampton.

According ly the institute took yesterday for the distribution among them of clothing. Each man received a suit, shoes and underclothing. The expense of this outfitting and of the food which was served reached \$1,500. The Rev. Mr. Hunter had not had opportunity to collecthis sum of money before making the distribution, but was able to secure the supplies on credit. He relied on public philanthropy to make up the amount and has asked for subscriptions. He wished the newspapers to announce that checks may be made payable to the American Seamen's Friend Society and may be sent to Clarence C. Pinneo, treasurer. at 76 Wall street

The Rev. Mr. Hunter gave a short talk and then offered a prayer. The Lord's Prayer followed. Then some one at the piano started "Eternal Father, Strong to save," and all took up the lines. "Nearer My God, to Thee," was also sung. Some one asked for the "Rock of Ages" and that hymn filled the room. But the hymn which was sung with the most feeling was Jesus, Lover of My Soul."

Old Irish and English tunes were taken up later, and it was then that the sailors, tokers and stewards began to relate their experiences in the wreck of their ship. "I never dreamed that it was serious," said Alfred White, one of the two oilers

from the engine room who were saved by being picked up. "I was on the whale deck in the bow calling the watch that was to relieve me when the ice first came aboard. It was a black berg that we struck-that is, it was composed of black ice. It could not be seen at all at night. The striking opened seams below the

and of an experimental or rivel service because the content of the Carpatha of

overboard. It was not until this explosion, the nature of which I do not know, that the lights went out. They had been fed by steam from oil boilers. The explosion and the third funnel. The forward section went down bow first. The after part then third funnel. The forward section went down bow first. The after part then steemed almost to right itself and we thought she might keep afloat.

"But it wasn't long before the propellers shot out of the water and down she went. A steward who stood on the poop deck picked up later and because of have stone and have fifty of the crew who had floated off when she sank or else who had jumped before. The second officer was picked up, too, and took command of a boat.

Now about the sinking itself. There was some sort of an explosion just about 2 o'clock or shortly after I had gone overboard. It was not until his explosion, the nature of which I do not know, that he lights want out. They had been fat

shot out of the water and down she went A steward who stood on the poop deck had the ship go down under him. He was picked up later and his watch was found to have stopped at 2:20 A. M., so we knew that that was the time she foundered. There was no apparent suction when she

foundered.

"Whi'e we were cruising about the place our oars continually humsed into dead bodies wearing life be'ts. Some of the bodies were of the half naked stokers. They were killed by the shock. We knew that the temperature of the water had been 28 degrees at 11 o'c'ock the same evening. Whi'e we were waiting for the boat to go down we heard some fifteen or twenty shots from the rai' of the ship. We only surmised what they were."

yesterday who to'd of a woman in the boat which he helped man who started up "Pu" for the Shore" and "Nearer, up "Pu" for the Shore" and "Nearer, My God, to Thee" after his boat had left the wreck. This kept up all night unti' the Carpathia arrived

## CONDEMNS ISMAY'S COURSE.

Paris Paper Says He Was Trying to Make Record Voyage. Special Cable Despatch to THE SEN.

Parts, April 20. La Presse in an editorial to-day voices the general opinion here in regard to the Titanic disaster when it says that it was due to an attempt to make a record voyage. The paper says "This eagerness for an advertisement

was so evident that J. Bruce Ismay, the managing director, was aboard to stimulate his men and participate in the tri-GIVEN AS VESSEL SETTLED umph of an English boat over American. French and German vessels. We are glad that Mr. Ismay was saved for the sake of his relations; for himself it would be better if he reposed with the othervictims two miles below the sea. In France Cottam said that in order to get each message to the Carpathia's captain he had to leave the wireless room and go to the bridge. The Carpathia had only one wireless operator. To Cottam's last message to the Titanic, that the Carpathia was coming fast, there was no answer. Thereafter all the sleep that Cottam got until New York was reached was a three hour they met yesterday afternoon in the auditorium of the American Seamen's By leaving while the passengers whose after all the sleep that Cottam got until New York was reached was a three hour they met yesterday afternoon in the auditorium of the American Seamen's By leaving while the passengers whose money he had taken and the sailors whose devotion he counted on remained doomed. public opinion judges that the president devotion he counted on remained doomed to certain death this president made bu a poor showing and is not worthy of the

## SAVED, SHE PRAISES ASTOR.

Woman Says Too That Butt and Thayer Showed Real Herolam.

EAST ORANGE, N. J., April 19. Generous praise was given to-day to Col. John Jacob Astor, Major Butt, Vice-President Thaver of the Pennsylvania Railroad. President Case of the Vacuum Oil Company, Clarence Moore, George D. Widener and other men who perished with the Titanic by Mrs. John C. Hogeboom, her sister, Miss Cornelia T. Andrews, and their niece, Miss Gretchen F. Longley of Hudson, N. Y. They are resting at the home of another sister, Mrs. Arthur H. Flack

at 458 Central avenue, this city. Miss Andrews told to-day how they waited for the fourth lifeboat, because there was not room for the three together in the first three boats. When they got out on the water they found their men companions, who had said they could row, had done so only for the purpose of saving themselves. Miss Longley had to take an oar with the one able bodied seaman in the boat

In a boat alongside of them a sailor lighted a cigarette. He flung the match

lighted a cigarette. He flung the match carelessly among the women, who screamed their protests.

"Ah, we're all going to hell, anyway," replied the sailor, "and we might as well be cremated now as then."

This is the story Mrs. Hogehoom told:

"At 11:45 Sunday night we were awakened by a terrific crash on the side of the ship where our staterooms were. I called to my sister and niece to find out, what it was, it going out to the corridor we found many ice crystals, which had come in through the portholes. "We made inquiries and the steward said, 'No danger,' and we were assured that all would be repaired in a few moments. We went back to bed without fear.

"A little after 12 we heard a comments."

in the corridor and we made more in-quiries, and they told us then that as a precautionary measure we had better put on life preservers. We had only five minutes to get ready. We put our

five minutes to get ready. We put our fur coats on over our night dresses and rushed on deck.

"One lifeboat was already full, but there was no panic. The discipline in a way was good. No one hurried and no one crowded. We waited for the fourth boat and were slowly lowered seventy-five feet to the water. The men made no effort to get into the boat. As we pulled away we saw them all standing in an un-

time the wind commenced to rise and the waves grew large. As our oarsmen and oarswomen were nearly exhausted, we did not know how long we could endure it. Had the wind increased, as it did a few large way to be supported in the wind increased.

Wires That He Knew Major Butt Performed His Duty.

OTTAWA, Ont., April 19.- The Duke of onnaught, who telegraphed an expression of sympathy to President Taft Titanic struck as follows: yesterday, in connection with the sinking reply to-day:

HIS ROYAL HIGHNESS THE DUKE OF CONterrible disaster of the sinking of the Titanic. I also appreciate very deeply the ribute you pay to Major Butt, When I

## French Boats Half Mast Plage.

# April 20th—at Saks'

# Men's Athletic Underwear

values 50c, 75c & 1.00....today 39c

Two manufacturers who contribute to our regular stocks have between them furnished us with over six thousand garments for the purposes of this offering. And they evidently went on the theory, that if a thing is worth doing at all it is worth doing well, for these sprightly athletic undergarments are great values. Made of white mercerized cotton, fancy colored striped nainsook and sheer open plaid muslin. Athletic shirts with no sleeves, knee length drawers. All matched sets. The offering also contains 420 athletic union suits but united or divided, these athletic, undergarments are high in the batting averages.

## Men's Handkerchiefs

an extraordinary offering today six different values, boxed six to a value 55c, 65c, 75c, 95c, 1.05 and 1.15

¶ Six different prices, from 55c to 1.15, means satisfaction from the bleachers to the boxes. They are remarkable values, and the variety is quite unusual at these low prices. Not to be bought separately, mind you, but six in a box. But do not mind a little thing like that. In order to get these special prices we had to take seventeen hundred dozen, and we did it without turning a hair.

500 Dozen Crossbar Handkerchiefs, in six different styles of crossbars. Soft finished ...... Six for 55c 200 Dozen Plain Initial Handkerchiefs, with your initial in a ring and the ring in a corner. 1 inch hem. Six for 65c 200 Dozen Odd Initial Handkerchiefs, with and linch hems. Specially good value, because some initials are missing and the maker couldn't help himself. Six for 75c 500 Dozen Crossbar Handkerchiefs, in six different styles. All initialed in corner. Soft finished. Six for 95c 200 Dozen Fine Linen Handkerchiefs, with long and block initials in corner, whichever you like. Six for 1.05 100 Dozen Linen Handkerchiefs, very fine, with your initial cunningly contrived in a ring. Something out of the ordinary in the way of a handkerchief value. Six for 1.15

## 50c Washable & Silk Neckwear at 28c.

Four-in-hands and bat wings that will wash and retain their color world everlasting without end. Fully worth half a dollar. But just a way we have of corralling fifty cent values now and then and putting them through their paces. Not many left, but we can fix you up if you come now.

Saks & Company

WANTED: A SOUND BUSINESS with a future, by a man of 35 commanding moderate Capital; 15 years' successful manufacturing experience and highest references. No agents.

Address B. Box 109, Sun.

until most of the boats were gone and there

were only two left."

Mrs. Astor and her maid and nurse got into one of the last boats, and at her request Gol. Astor got in with her, but got out at once. He stood calmly as the boat was being lowered away and called to her:

Good-by, dearie; I'll join you shortly."

aboard.

When she was taken aboard the Carpathia Mrs. Astor found a friend, who gave her her maids cabin, and she had

a comfortable time of it and suffered no serious consequences from the exposure and the wet. It was denied on absolute authority

ALLAN LINE WILL NOT DELAY.

Decides to Increase Number of Life-

Special Cable Desnatch to Tue Sc

bonts at Once.

LONDON, April 19. The Alian Line

The Booth Line officials say it is impos-

sible to fit up steamships with an un-

restrict the number of passengers carried

BALTIC DOES NOT STOP.

Passes Queenstown Because of the

Stormy Weather.

Special Cable Despatch to THE SEN

QUEENSTOWN, April 19 .- The White Star

to the accommodations in the lifeboats.

announces it has decided to increase the

at 34th St.

# MRS. ASTOR GAVE UP HOPE RELUCTANTLY

Allowed to Talk Freely to Her Relatives and Friends on the Disaster.

"Good-by, dearie; I'll join you shortly."
Before the boats were lowered Col.
Astor sent his man to get some heavy wraps and furs and these were placed about Mrs. Astor.
In the water the boat pulled away from the Titanic and began almost immediately to ship water until it was up to her knees. She occupied her time by bailing out the hoat. She saw the Titanic side and in the boat. She saw the Titanic sink, and in the interim before the arrival of the Carpathia six men were picked up by the boat in which she rode, two of whom died immediately after being pulled aboated. THE STORY AS SHE TELLS IT

Col. Astor Called to Her That He Would Join Her Shortly -Had to Get Out of Boat.

When Mrs. Madeleine Force Astor was met at the pier by her stepson. Vincent Astor, and her brother and sister, and ysterday that an Astor heir is expected Dr. Reuel B. Kimball of 135 East Fiftyfourth street, the Force's family physician. and Dr. Edwain B. Cragin, a friend of Col. Astor, she was in a highly nervous condition, and it was deemed best to let her talk as much as she wanted to relieve her feelings. Dr. Kimball said yesterday of her condition:

"She is the same little girl I have always number of lifeboats carried by its steamknown her to be. She didn't contract ships immediately. Hereafter every vesany ailment whatsoever, although I under- sel of that line will have a seat in a boat stand she had a very trying time in the for everybody aboard.

Mrs. Astor persisted in believing that Col. Astor had been saved and was aboard limited number of boats or to insure their some other ship and would turn up, but launching in time of emergency. The only Dr. Kimball chose to discourage her in solution of the question, they say, is to this belief because he thought that it would be better for her in her present nervous state not to hope and worry indefinitely and needlessly.

Mrs. Astor told her story of when the

"We had gone to bed when the jar was of the Titanic, received the following felt. We thought it was nothing, but Mr. Astor said he would go on deck and see what was the matter. I called my maid steamship Battic, from New York, radiomessage of sympathy with our country in the great loss it has sustained through the didn't think it was anything serious, terous weather, but would continue on the great loss it has sustained through the didn't think it was anything serious, terous weather, but would continue on the great loss it has sustained through the didn't think it was anything serious. He said that the ship had struck ice, but to Liverpool. She said nothing in the we didn't know then that it was an ice- message about the Titanic. heard that only part of the ship's company was rescued I knew he went down with the ship. He was a soldier. W. H. Tapt.

"Everything was extremely quiet. No CLOSE TWO THEATRES.

Special Cable Despatch to The Sun.

The Hudson and Harris Dark Out of Heapert to Bienry in the Hudson and Harris theatres remained dark last might out of respect for the memory of Henry B. Harris, who was drowned on the Titanic.

French Boats Haif Mast Plags.

Special Cable Despatch to The Sun.

MARSELLES, April 19.—Flags are at haif mast on vessels at all French ports in respect to the memory of those who doek. The excitement began to grow, but the ship seemed to be all right. Then lost their lives on the Titanic. All of the lost, but nobody wanted to get into them, and the first ones lowered were only partly filled. The situation didn't begin to get grave situate.

SPECIAL NOTICES.

## USE ALLEN'S FOOT-EASE

The antiseptic powder to be shaken into the shoes for tired, tender, smarting, moist, swollen feet. Tractieves corns and bunions of all pain and callous spots. Always use it to break in New Shoes. It is the greatest comfort discovery of the age. Try it to-day. Sold everywhere, 25c. Don't accept any sub-